

GBPNA/RRAB
OUTLINE OF SUBCOMMITTEE MEETINGS AND RESULTS
FREIGHT RAIL DEPENDANT USES (FRDU)

- INFORMAL MEETINGS IN 2018, 2019 AND 2020
- LATE 2020 DECIDED TO MAKE A FORMAL SUBCOMMITTEE
- BEGAN FORMAL ORGANIZED DISCUSSIONS EARLY 2021
 - 1. GOALS OF RRAB (ATTACHED EMAIL DATED MAY12, 2021)
 - 2. MEMO TO BOCC DATED SEPTEMBER 26, 2018
 - 3. CONCERNS OF GBPNA (INCLUDED IN FINAL RESPONSE DATED DECEMBER 17, 2021))
- MEETING ITEMS (6 MEETINGS PLANNED)
 - 1. INTRODUCTIONS, ORGANIZATION AND PROPOSED USES
 - 2. INDUSTRY LIST OF ALLOWABLE USES AND DEFINED INDUSTRIES
 - 3. DISCUSSION OF INDUSTRIAL LAND ZONING-BUFFERING, MITIGATION OF SOUND, POLLUTION, OTHER CONCERNS AROUND TRACKS
 - 4. DISCUSSION OF INFRASTRUCTURE/TRAFFIC ISSUES AROUND TRACKS AND PROPOSED INDUSTRIAL ZONE/TRACKS (INCLUDES SEWER/WATER IMP)
 - 5. DISCUSSION OF POTENTIAL FOR SAFETY ISSUES AROUND TRACKS/INDUSTRIAL LAND
 - 6. DISCUSSION OF PROCESS AND COUNTY PHASE IMPLEMENTATION, TIMELINE AND ONGOING COMMUNITY INVOLVEMENT
- RESULTS
 - 1. GBPNA -ATTACHED RESPONSE DATED DECEMBER 17, 2021
 - 2. RRAB-TO BE DECIDED BY RRAB

6/13/2022

From: Daniel Weaver danielcweaver@q.com
Subject: Re: May 13th RAAB/GBPNA Subcommittee Meeting
Date: May 12, 2021 at 11:16 PM
To: Rick DeNise rickdnse@gmail.com
Cc: Shaffer John johnshaffer@hotmail.com



Rick,

My response here will not incorporate all issues being considered by the RRAB. For starters John may not be available because he will be traveling. If he is in an area where he can join by phone, he will do so. I am also trying to get another person involved. Our goal is pretty simple but we believe that our goal, the benefits and all of the issues that we considered were poorly communicated to the Brush Prairie residents who are most effected.

There is already an area of 300+ acres approved for the FRDU development and the development rules are pretty well defined with the maximum level of buffering and neighborly conditions. The allowed uses were poorly developed and communicated and needs some work. In addition we had poor representation from the GBPHOA in the process. This group's process should focus on the issues of concern by the residents of GBPHOA which may or may not overlap some of the other issues.

The RRAB goal is to increase the amount of property to be considered, refine the allowed uses which will likely more closely mirror the uses acceptable to the GBPHOA and finalize the development criteria (buffering, resident uses within the property and safety). We would also like to understand the concerns of the residents and attempt to mitigate them or develop a list of differences of opinion.

I have been involved in this for 18+ years and have developed a high level of desire to make it work. I am looking for the benefit of Clark County overall and know that not everyone will be happy but hope we can come to an acceptable solution. There is a long ~~to~~ road to go to get this to fruition.

I have joined another volunteer group with all of my "free time". That group is looking at the long term needs for transportation infrastructure in Clark County. I was asked to represent the railroad in that process. I am hoping that it will also allow me to express some of the concerns of the railroad's effect on the residents of the area surrounding it.

Now that you have hear more "crap" than you wanted to know I do not have a definite timeline but will be continually pushing the BOCC to move forward. I may issue brief letters to them in the interim which will push the process. The real letter of a complete nature will depend to some extent on the resolution of the issues between the County and the Operator. My estimation would be within the next two months and up to six months.

Let's talk tomorrow.

Daniel C. Weaver
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CLARK COUNTY RAILROAD ADVISORY BOARD
P.O. Box 5000, Vancouver, Washington 98666-5000

BOARD OF COUNTY COUNCILORS

September 26, 1918

RE: IMPLEMENTATION OF SB5517

Valid concerns were expressed by county residents attending the open house held by Clark County & the meeting of the Greater Brush Prairie Homeowners Group regarding the status of the implementation of SB5517. It certainly seems appropriate that modifications should be made to the recommended overlay of the property to be included in the Freight Rail Dependent Use (FRDU) area. The smaller and highly populated parcels near the rail track in Brush Prairie should be eliminated from the overlay. (See the attached rudimentary map showing a revised area).

The new proposed area;

1. Eliminates the majority of the small residential parcels.
2. Includes both of the RILB areas previously adopted by BOCC.
3. Provides access to train traffic on both sides of SR503 without a crossing.
4. Includes many large parcels that indicated an interest in being included.
5. Reduces the overlay by an estimated 500 acres.

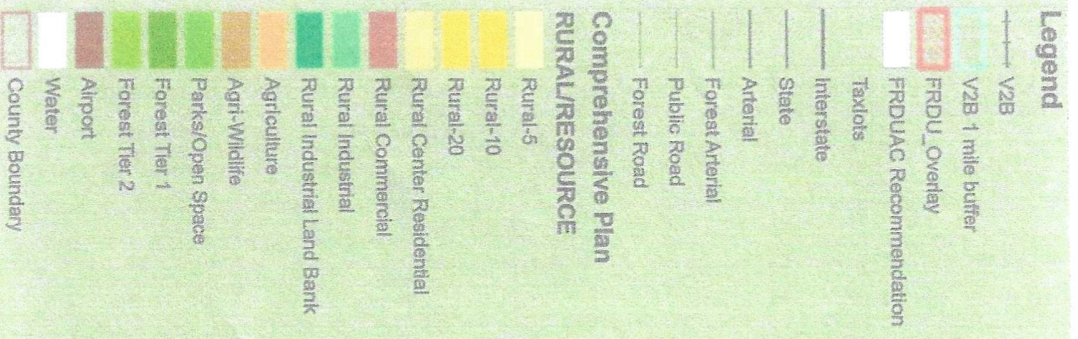
In addition nuclear power plants were never approved by the FDRUAC group. This was not discussed by the group and was included erroneously in the permitted use list in the development regulations. It should be excluded from the permitted uses on the property designated FRDU property. Other sub-categories of permitted use should be reviewed to insure that other unintended uses are not included.

The expansion of FDRU north of Battle Ground should be reduced to 20 acres parcels from the current requirement of 100 acres.

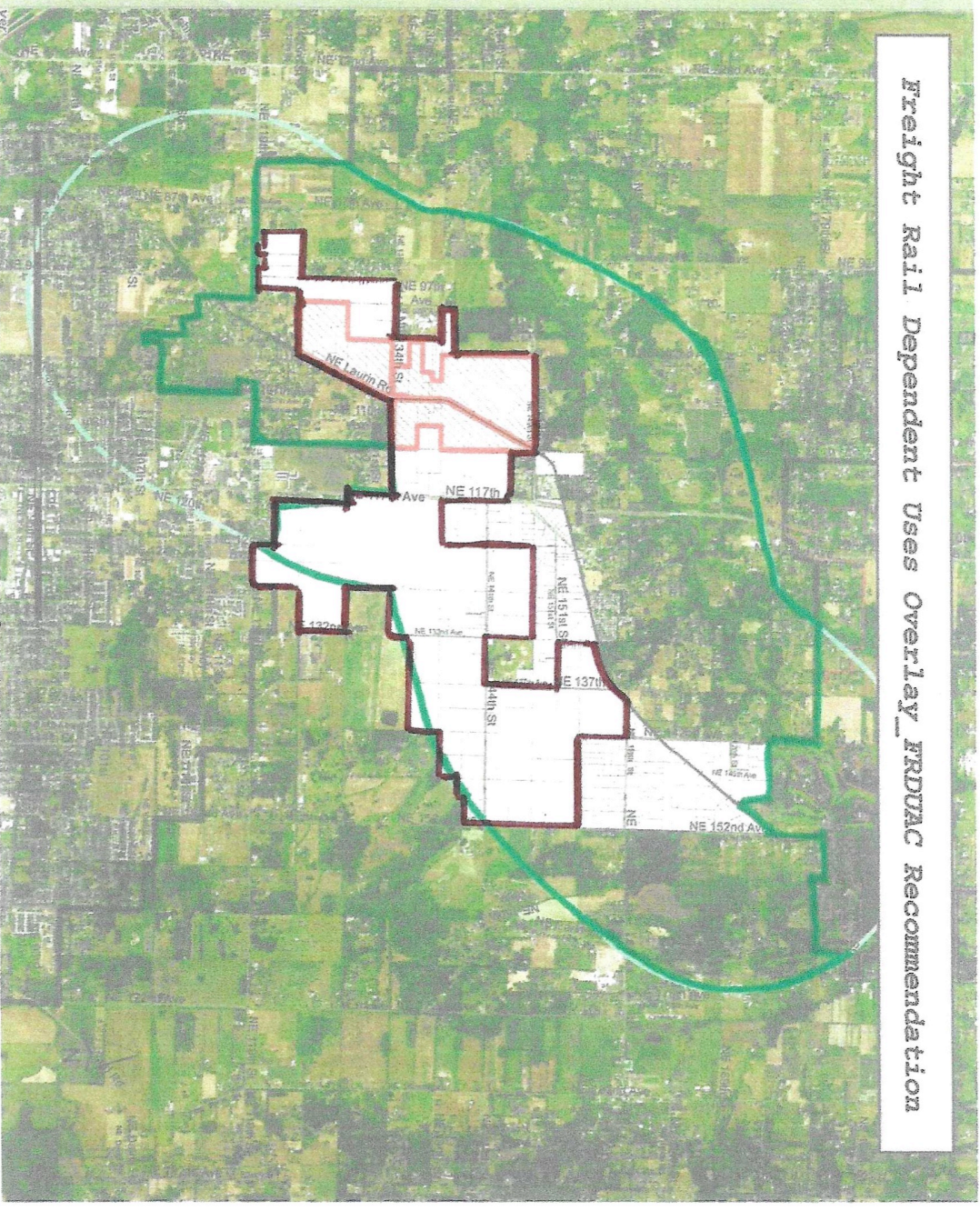
I would be happy to work with county staff to further refine the SB5517 implementation.

Thank you for your consideration.

Daniel C. Weaver, Chair
Railroad Advisory Board



Freight Rail Dependent Uses Overlay_FRDUAC Recommendation



WEAVER - RAB - 9/26/18

From: Rick DeNise rickdnse@gmail.com
Subject: RRAB/GBPNA Subcommittee Recommendation Document
Date: December 17, 2021 at 9:39 AM

To: Daniel Weaver danielcweaver@q.com, Shaffer John johnjshaffer@hotmail.com, Jim Falvey nolvey@msn.com, Howard Graman hbgraman@gmail.com, Kim O'Hara kohara42@gmail.com, Joyce Christensen JoyceHChristensen@earthlink.net, M Torjusen torj2m@msn.com, Cat Montgomery cat.montgomery360@gmail.com



Dan and John,

Good morning and happy holidays. Hope you both enjoy some well deserved time off.

My apologies on the delay in us sending this over to you, I have been handling quite a few issues personally over the last couple of months and have been a bit backed up. Please see the recommendation document from the GBPNA subcommittee and please let us know if you have any questions. Thank you again for providing us the platform to have these discussions.

Best
Rick

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Rick DeNise
530-219-8419
Rickdnse@gmail.com



RRAB GBPNA
Subco.....docx

Dear Railroad Advisory Board (RRAB),

The Greater Brush Prairie Neighborhood Association (GBPNA) Subcommittee Group appreciates your willingness to meet with our group to discuss the major issues, answer questions, and have multiple candid conversations about the Freight Rail-Dependent Use (FRDU) proposal.

The official consensus of the GBPNA Subcommittee is that the FRDU project will NOT bring the economic benefits projected by Clark County, nor will it provide positive benefits to the way of life and future livability for Hockinson/Brush Prairie residents. While these comments, opinions and recommendations are reflective of the work and discussion by the subcommittee, we would strongly urge that the RRAB, county council, county staff and other decision makers in the process engage the Hockinson and Brush Prairie community at-large to continue to educate and field questions, concerns, and recommendations from our residents.

As a result of these discussions over the period of May through October (2021), we propose two long-term alternative considerations when making recommendations to Clark County Council:

Option 1:

Disband the FRDU proposal and sell off and/or abandon the railroad as a tangible county asset. Look for more progressive economic opportunities that are not freight rail-dependent. This would encompass the expansion of Clark County's business development efforts to bring innovative businesses to the area from various industries. While the FRDU is fairly limited in scope, it would be most advantageous to the revitalization of Vancouver, Camas, and unincorporated Clark County business parks to entertain the needs of emerging clean technology and service-based corporations in order to support Clark County economic stimulation yet limit negative impacts to the residents.

Option 2:

Move the proposed zoning of land to the north of Battle Ground. This would allow closer access to the processing and manufacturing of raw materials, therefore resulting in the North County residents to benefit by being provided greater access to jobs and enable more allowable uses with less negative impacts to county residents in residential areas. In conjunction, the current FRDU overlay in Brush Prairie/Hockinson could be scaled back and redefined to allow clean technology and/or service corporations, to operate. In addition, this would also allow adjacent light industrial expansion on 503 that has already been zoned for such uses.

Alternatives to FRDU Proposal:

The FRDU project has been on hold since 2018. Input from the community has been stalled. The need for information regarding current developments with Eric Temple and Amber Carter haven't been forthcoming, therefore community concerns need to be addressed transparently by a committee that represents all sectors of the community not just dominated by the RRAB.

SUMMARY OF THE SUBCOMMITTEES CONCERNS:

State Amendments:

- How will the amendment for sewer and water be adjusted/interpreted?
- How will these future changes impact residents timeframe to be forced to connect?

County Conditions/Political Process:

- Improve transparency regarding cost of upgrading railroad, defined sources of funding from public dollars
- Lack of transparency regarding 5,10,15,20+ year planning with projections, estimates and long-term benefits/impacts
- Installation of implementation subcommittee for guidance of FRDU by the county
- Relay who potential client(s) are or identify industries being targeted
- More routine conversations with the community by councilors who support the railroad
- If advisory board recommends expanding area; offer public input as originally required within proposed county documents
- County staff (planning), to provide consistent communication/follow-up from meetings
- Need to revise documents to analyze any updates or changes needed since original process
- Need to have county adjust allowable versus conditional approval to support more public input on industry entering the area

Transportation:

- **Lack of significant infrastructure in the rural areas to handle the increase in traffic needs**
- Traffic congestion with trains crossing major roads, (e.g., 199th, 503, 159th, 152nd, Caples Rd., Laurin Rd.).
- Impact to public transportation routes
- Impacts to school transportation that is near the identified FRDU Industrial Zone
- Wear and tear on taxpayers' roadways due to industrial traffic in conjunction with the Railroad
- Traffic choke points with limited ingress and egress points near railroad crossings

Safety Concerns:

- Multiple pedestrian crossings, bikers and vehicle crossings along track and roads
- Multiple crossings in residential neighborhoods with children (Ex. Cedars)
- Derailment and mitigation including safety planning to protect neighborhoods
- Limited ingress and egress points at crossings blocking traffic in the event of emergencies
- Lack of controlled crossings, no gates, no signal and/or lack of visibility
- Lack of buffers or onsets in residential neighborhoods. This creates massive risk to children playing in neighborhoods, (e.g., Cedars cul-de-sac)
- Ability to respond quickly to residential emergencies in the area
- Blocking of traffic on narrow roadways with no turnoffs

Noise and Pollution:

- Excessive noise levels
- Noise pollution at different times throughout the day and night
- Fumes and exhaust near residential neighborhoods
- Pollution relative to “FRA” might be higher than what county code allows
- Lack of comprehensive plan to mitigate impacts to residents in these areas

Livability Issues:

- Long-term impacts that change Brush Prairie/Hockinson and rural Clark County
- Continued conflicting development with potential expansion of FRDU overlay
- Continued residential sprawl mixed with industrial use due to lack of long-term planning
- Decrease of home values to local residents due to lack of buffering/offsets
- Impact to livestock and local business that might be impacted by industrial encroachment
- Impacts to wildlife species (protected and unprotected) that live near the tracks
- Potential for Eminent Domain to due conflicting use
- Water pollution due to train crossing bridges, wetland, and protected waterways

Taxpayer Impacts:

- Skepticism of taxpayer impacts, (e.g., bridges/overpasses)
- Identification (i.e., transparency), of funding package shortfalls
- How is the FRDU proposal going to support or be a detriment to the GBPNA residents? What about the Yacolt, Amboy, and North County residents?
- Transparency on proposed tax abatements for industry

Infrastructure Upgrades:

- Rebuilding key bridges near residential areas
- Need to upgrade railroad bed to handle transportation of heavy raw material
- Road improvements where tracks cross the roadways
- Who funds the infrastructure for corporate manufacturing sites?
- Development of changing tracks to run inside the overlay zone. What about the mitigation impacts to the residential neighborhoods?

This is a summation of our comments and opinions as it relates to the “FRDU” at this time. We appreciate the consideration by the RRAB to incorporate elements of our recommendations into their proposal to the county. Our group would like to again reiterate our appreciation of Railroad Advisory Board leadership in allowing us to meet with them, have solid discussion on the topic and in allowing us to present our concerns. We sincerely hope that we can continue to have further dialogue on this issue in the future.

Sincerely,

The Railroad Advisory Board-GBPNA Subcommittee

Joyce Christensen, Howard Graman, Kim O’Hara, Rick DeNise, Jim Falvey